


REPORT

DATE: 05/08/08

TO: Transportation & Communication Committee

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SUBJECT: Dedicated Lanes for Clean Technology Trucks (DLCTT) proposed in the Strategic Plan

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Remove reference in the Strategic Plan to SR-60 as the designated route for the proposed Dedicated Lanes for Clean Technology Trucks (DLCTT), and replace it with the following description: "East-West Corridor connecting the Ports of LA/LB to and through the Inland Empire."

BACKGROUND:

The Strategic Plan currently includes a project to build truck lanes on SR-60 from I-710 to I-15. Projects in the Strategic Plan are provided for information purposes only, and are not part of the financially constrained and conforming RTP. Strategic Plan projects are recognized as important regional improvements which may need additional funding and consensus building before being advanced into the constrained RTP. Changes to the Strategic Plan project description will not impact the financial constraint and conformity determination of the RTP.

As the trade volume through the Ports of Los Angeles and Long Beach (the Ports) increases, resulting in increased heavy-duty truck activity, the SCAG region continues to experience more freeway congestion, deteriorating system reliability, and poor road safety and air quality. Approximately 75% of the Ports' total container throughput is composed of goods consumed outside of the SCAG region, the majority of which are transported by trucks.

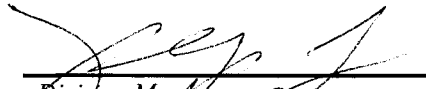
The concept of DLCTT was first introduced in the 1998 RTP as a comprehensive regional goods movement strategy aimed at adding capacity to corridors that have a high share of truck traffic, especially along alignments extending from the Ports through the East-West corridor and out to the strategic distribution points outside of urbanized areas. In both the 1998 RTP and the 2001 RTP, the dedicated truck lane alignment was identified as I-710, SR-60 and I-15, and all three routes were included in the constrained RTP. In the 2004 RTP, the SR-60 alignment was changed to the East-West corridor to reflect the need for further study and consensus-building on a preferred east-west route.

SCAG has received several comments through the public comment process as well as public testimonies at public hearings and policy committee meetings to remove reference to SR-60 as the designated route for the proposed DLCTT traversing in the East-West direction. While an East-West link for the proposed DLCTT is critical to completing the proposed facility as a system, SCAG staff recognizes the importance of not pre-

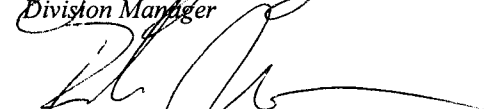
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judging the potential outcome of a future study to define and select a preferred alternative for this route. Therefore, staff recommends removing reference to SR-60 in the Strategic Plan as the designated route for the proposed DLCTT and replacing it with non-route specific language such as East-West corridor connecting the Ports of LA/LB to and through the Inland Empire.

Reviewed by:


Division Manager *for Narek L. Ameyan*

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer